

COUNCIL COMMUNICATION

TO: THE CITY COUNCIL
FROM: THE CITY MANAGER'S OFFICE

COUNCIL MEETING DATE: JUNE 20, 1990

SUBJECT: DETERMINATION OF EFFECTIVE DATE OF THE CITY'S GROWTH MANAGEMENT PLAN

INDICATED ACTION: Determination of the effective date of the City's Growth Management Plan.

BACKGROUND INFORMATION: At the Shirtsleeve Session of Tuesday, May 22, 1990 the Developers' Steering Committee asked for City Council clarification on the following:

1. General Plan adoption date.
2. Sewer Treatment Plant addition completion date.
3. Date annexation requests will be accepted.
4. Date when new residential construction permits will be issued.
5. Percent of annual growth rate and the resultant number of units per year.
6. Date from which annual growth rates will be calculated and the approximate number of units that represents.
7. Housing mix (e.g. what percentage of new housing will be multiple and what percentage will be single-family).

At that meeting the City Council indicated that it would make a decision on Item 6 above at the Regular Session of June 20, 1990.

Based on discussion with the developers, property owners, school representative and other interested citizens, the following dates have received the most comments:

1. August 1981 - the effective date of Measure "A", "The Greenbelt Initiative".
2. February 1986 - the date the Superior Court declared Measure "A" in conflict with State Annexation Laws.
3. September 1989 - the date the Appellate Court upheld the Superior Court decision.
4. 1990 - the date of the final adoption of the updated Lodi General Plan.

By choosing either the 1981 or 1986 dates the City would provide growth far in excess of any previously experienced in Lodi.

Using the Appellate Court date in 1989 would require allocating two years (i.e. 1989-90 and 1990-91) which would translate into 2032 additional people in 791 units. Designating the date of the General Plan adoption would yield a one year total of 1006 persons in 392 units.


JAMES B. SCHROEDER
Community Development Director

San Joaquin County

**LOCAL TRANSPORTATION/AIR QUALITY
IMPROVEMENT PLAN**

**AND
IMPOSITION OF MANDATORY DEVELOPER FEES
AND
GROWTH MANAGEMENT**

DRAFT

Presentation to the Lodi City Council

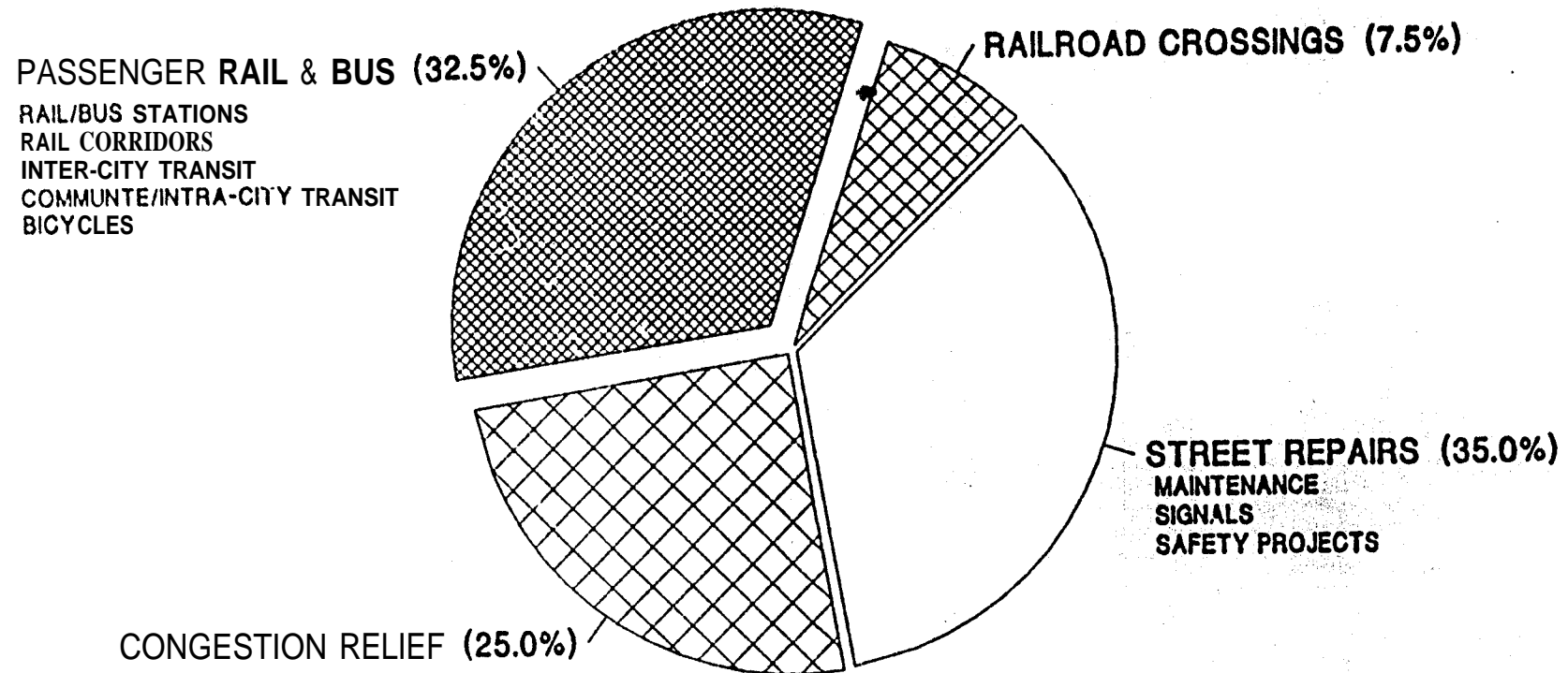
JUNE 20, 1990

Prepared by
San Joaquin County
Council of Governments



EXHIBIT 1

CATEGORICAL ALLOCATIONS



LOCAL STREET REPAIR

35%

- 50% to County of San Joaquin
- 50% to Cities Allocated by Population
- \$100,000 Annual Minimum
- Periodic Review of Allocation Formula

20 Year Total (\$000,000)

ESCALON	LATHROP	LODI	MANTECA	RIPON	STOCKTON	TRACY	SAN JOAQUIN COUNTY
2.0	2.0	10.4	8.4	2.0	41.0	6.3	72.0

Exhibit —
SAN JOAQUIN COUNTY
LOCAL TRANSPORTATION/AIR QUALITY
IMPROVEMENT PLAN

Congestion Relief Projects

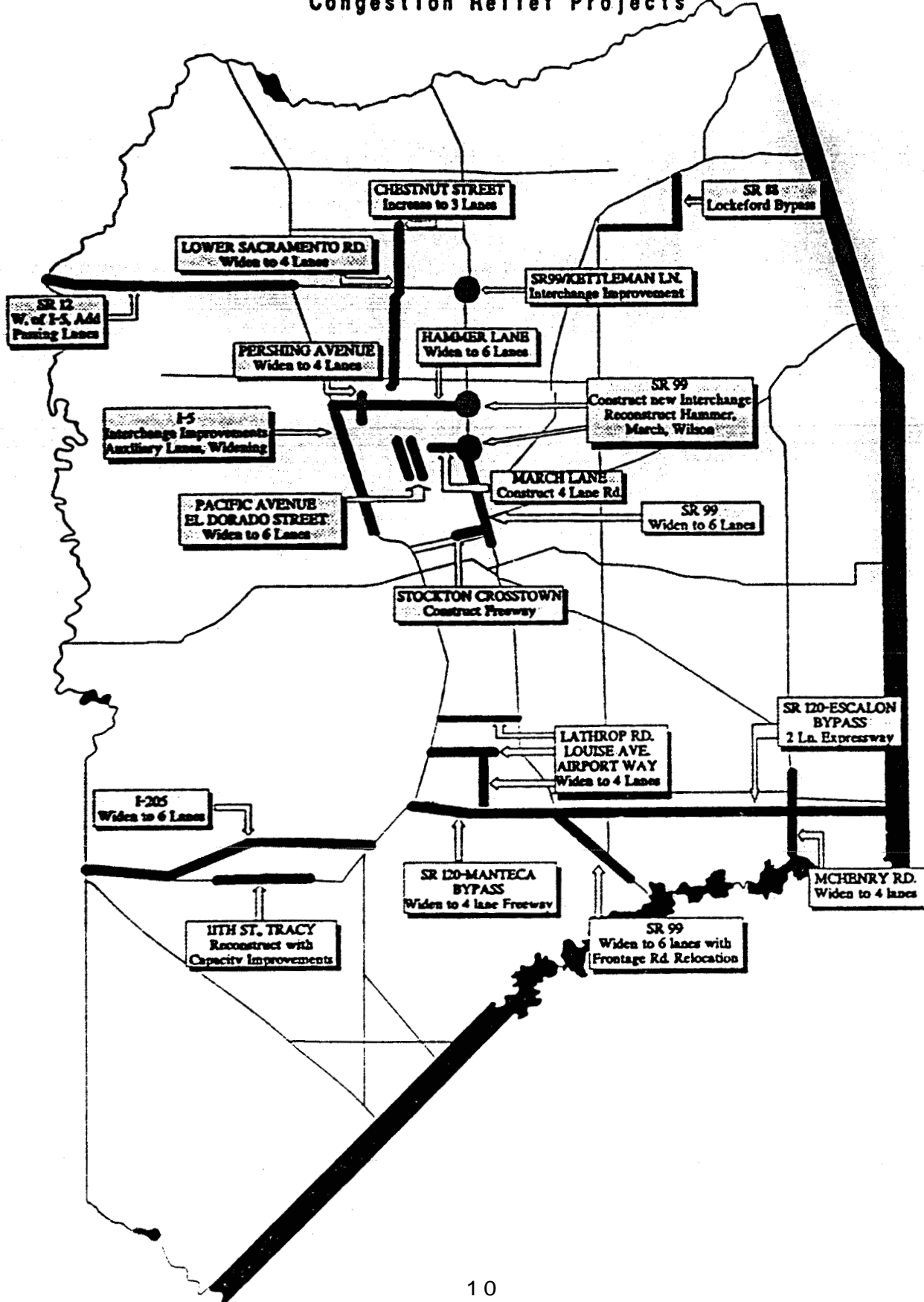
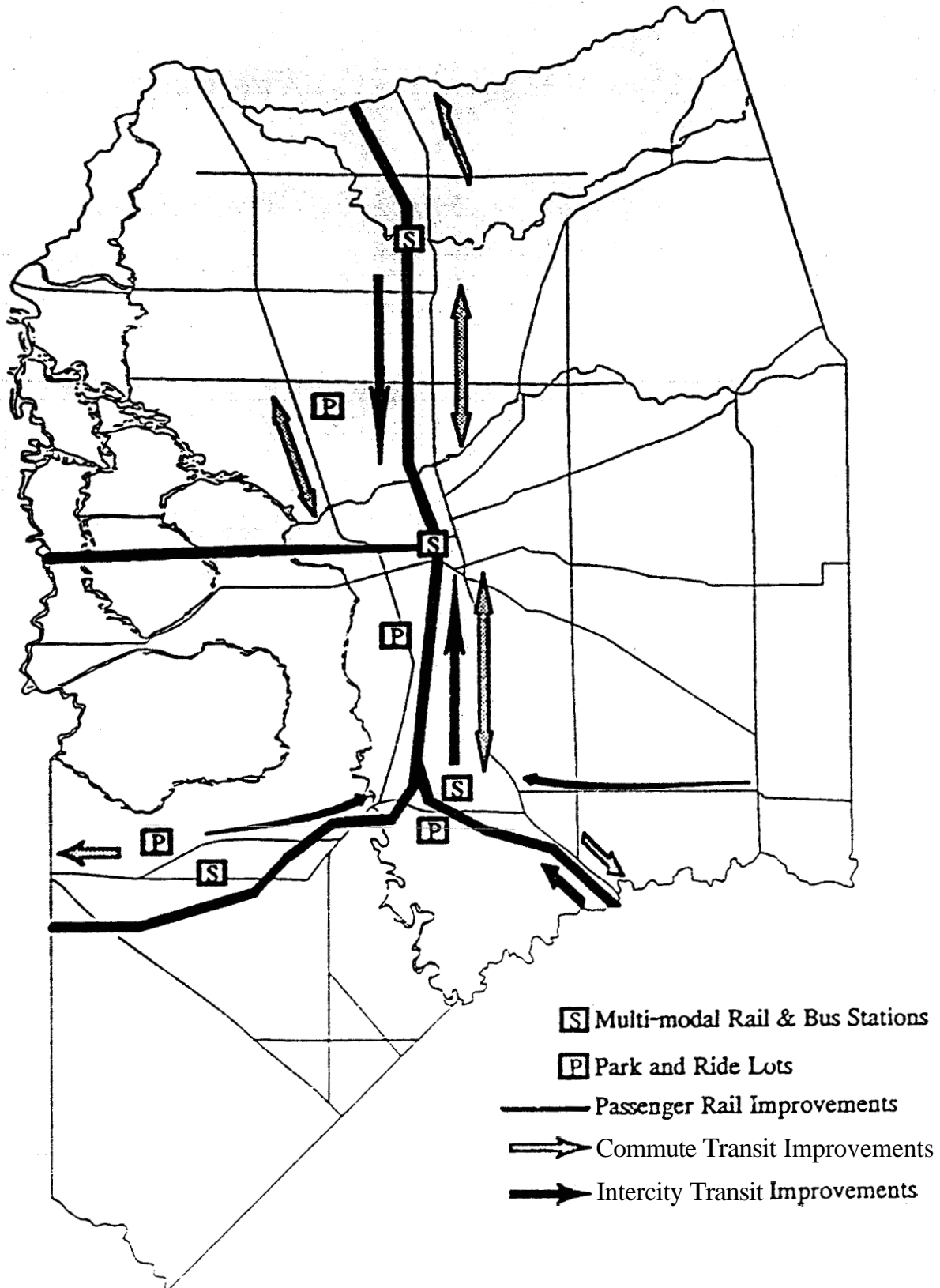


Exhibit _____

LOCAL TRANSPORTATION/AIR QUALITY IMPROVEMENT PLAN

Passenger Rail and Bus Service



RAILROAD CROSSING SAFETY PROJECTS

Railroad crossing safety projects listed below are eligible for funding. These are grade separation facility projects meant to separate local roads and streets from railroads. This can be done through the construction of overpasses or underpasses. The Authority must establish criteria for setting priorities on these projects and periodically review the list and the criteria.

Lodi Planning Area

Lodi Ave, Underpass at SPRR

Lathrop Planning Area

Louise Ave. at UPRR and SPRR

or

Lathrop Rd. at UPRR and SPRR

Manteca Planning Area

Center St. at SPRR

Louise Ave. at SPRR

Airport Way at SPRR

Ripon Planning Area

Jack Tone at SPRR

Stockton Planning Area

Hammer at UPRR

Hammer at SPRR

March at UPRR

March at SPRR

French Camp Rd. at UPRR

Lower Sacramento Rd. at UPRR

Tracy Planning Area

Tracy Blvd. at SPRR

Eleventh St. at SPRR

LOCAL DEVELOPER FEES

- ➔ Mandatory by July 1,1991
- ➔ **Authority will develop** criteria
- ➔ Jurisdictions without fee will
loose Street Repair funds

GROWTH MANAGEMENT PLAN



Consistent with **Prop 111** Congestion Management Program



LOS standard not below E level



Standards for public transit



Element to promote alternative transportation modes



Development review process



Use of Regional computer model and data base

COMPARISON OF TRANSPORTATION EXPENDITURE PLANS

County	Years	Revenue	Adminis- tration !	Street Repair	Congestion Relief	Bus/ Rail [®]	Rail Xings	Dev GMP	Fee
San Joaquin	20	400.0	to 1%	35.0%	25.0%	32.5%	7.5%	Y	Y
Riverside	20	870.0	.99%	40.9%	54.1%	6.3%		N	N
Contra Costa	20	807.0	2.95%	19.3%	41.2%	38.3%		Y	Y
Ventura	20	500.0	to 1%	20.0%	60.0% ^a	20.0%		Y	Y
San Mateo	20	804.1	1.8%	19.9%	29.3%	50.0%	22.8%	N	N
San Benito	10	15.5	to 1%	0.0%	100.0%	0.0%		N	Y
Santa Clara	20	986.5	.91%	0.0%	99.1%	0.0%		N	N
Fresno	20	884.0	to 1%	25.0%	75.0%	0.0%		N	N
Alameda	15	860.0	.52%	21.3%	50.7%	32.3%		N	Y
San Bernadino	20	1,617.0	1%	45.0%	42.7%	12.3%		Y	Y
San Diego	20	2,270.0	to 1%	33.0%	33.0%	34.0%		N	N

!- Adminstrative costs taken from the gross sales tax collections
and includes salaries and benefits, services and supplies

®- Mass Transit includes passenger rail,

a- Includes unspecified \$'s for rail

ORDINANCE HIGHLIGHTS



MAINTENANCE OF EFFORT FOR ALL **PROGRAMS** FUNDED



EACH JURISDICTION MUST HAVE TRAFFIC MITIGATION **FEE**



GROWTH MANAGEMENT LANGUAGE INCLUDED



AUTHORITY COMMITTEES

- o Management and Financial Advisory
City Managers and County Administrator
- o Technical Coordinating
Planning/Public Works Directors, Caltrans
District 10, SMTD, **APCD**, others
- o **Citizens** Review
Appointed by the Authority to fairly
represent geographical, social, cultural
and economic **mix**



BONDING AUTHORITY



AMENDMENT PROCESS

- o Plan **can** only be amended **1x** per year
- o **Requires** 2/3's vote of the Authority
- o Authority must hold a public hearing



APPEAL PROCESS

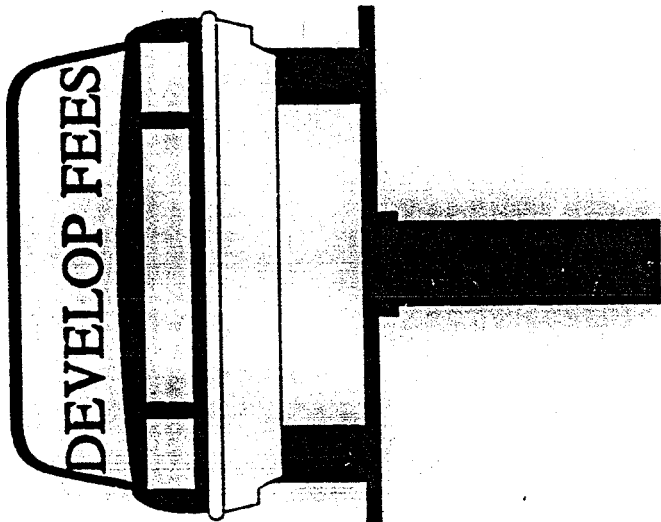
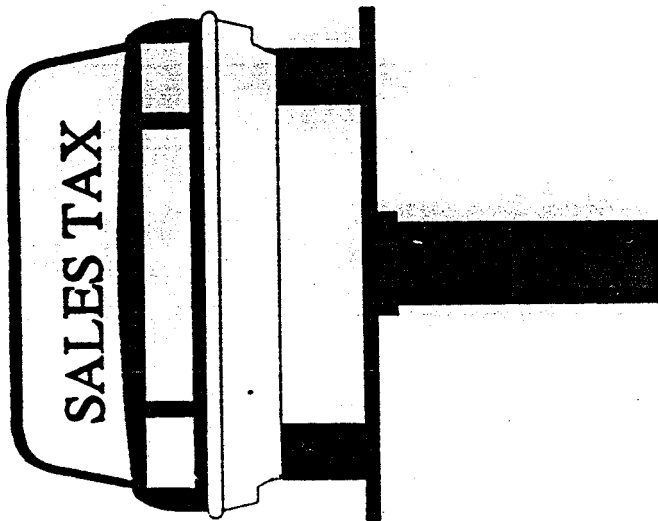
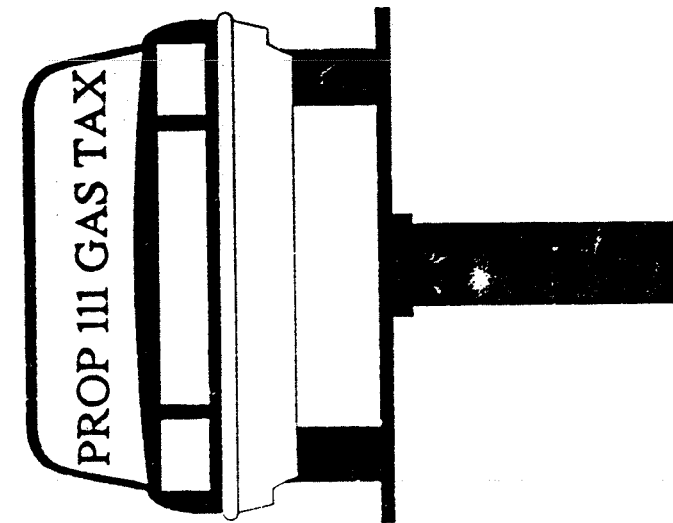
- o **Appealing** agency must **pass** resolution **and** deliver to Authority
- o **Appealing** agency has **45** days to get supporting resolutions from a majority **of** the cities representing a majority of the population



CONTRACTING FOR DELIVERABILITY

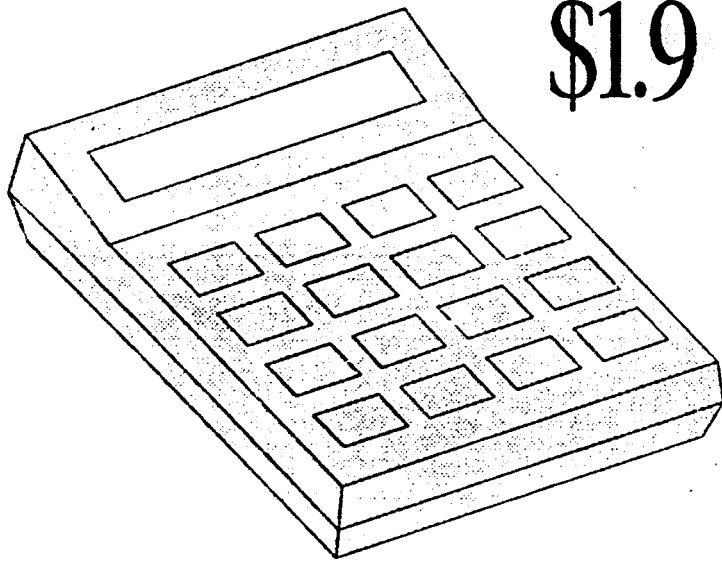
- o Faster
- o More economical

Pillars of Transportation Financing



1/11/90

SAN JOAQUIN COUNTY'S TWENTY YEAR UNFUNDED TRANSPORTATION NEEDS

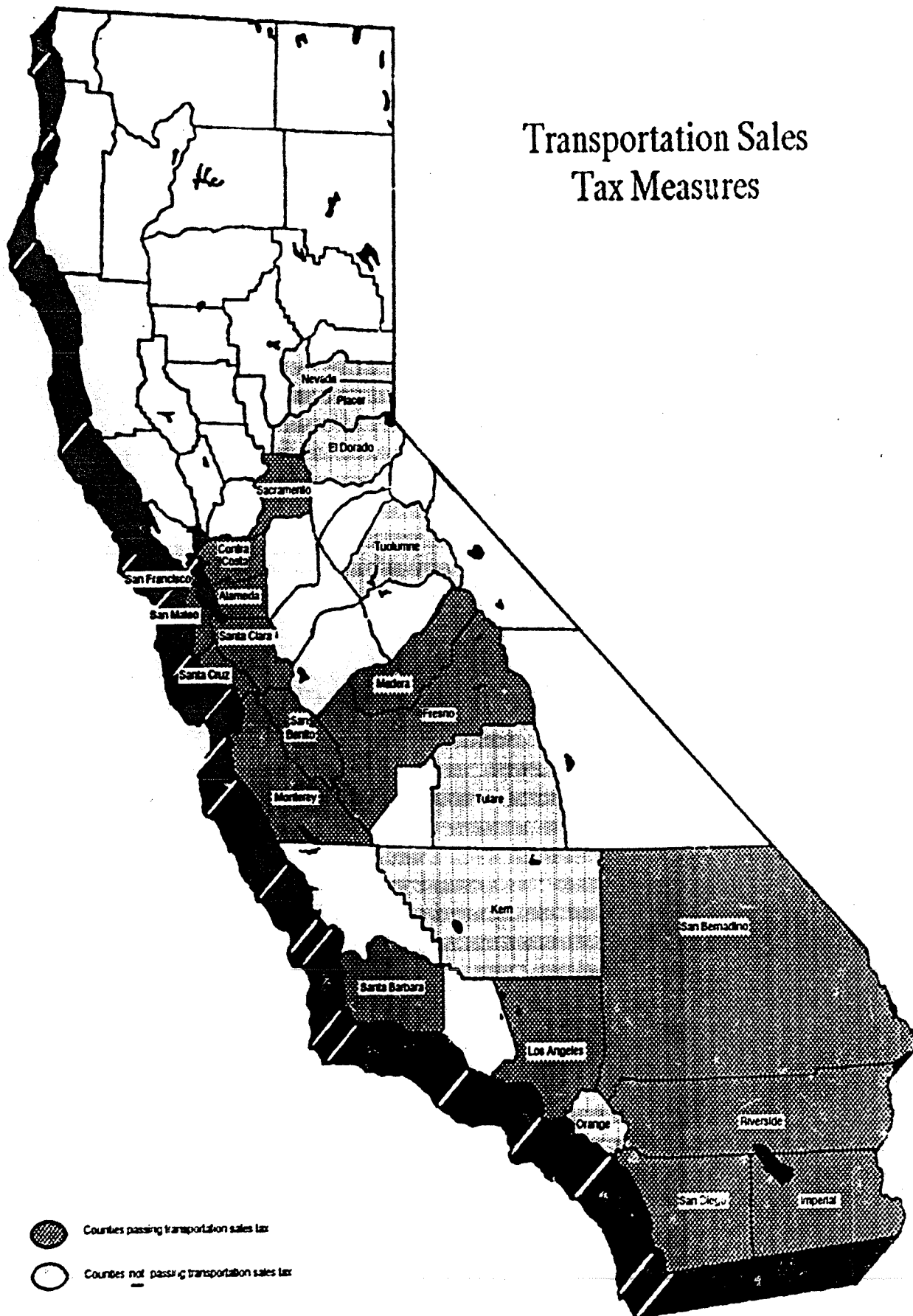


\$1.9 BILLION

REVENUE	DOLLARS
Gas Tax	300 M
Rail Bonds	100 M
Sales Tax	400 M
Mitigation Fees	500 M

REMAINING SHORTFALL \$ 600 MILLION

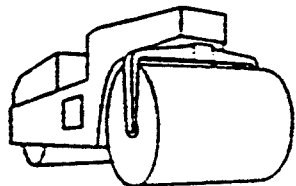
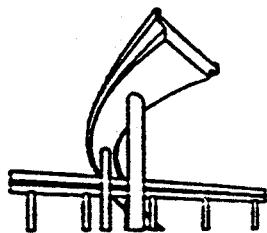
Transportation Sales Tax Measures



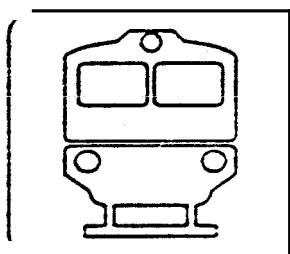
CHAMBERS' SURVEY HIGHLIGHTS

EXPENDITURE HIGHLIGHTS

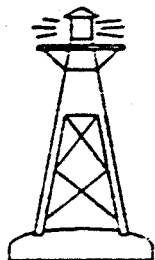
Those Receiving Over 60% Approval



Paving and Maintaining Local Sts. and Roads

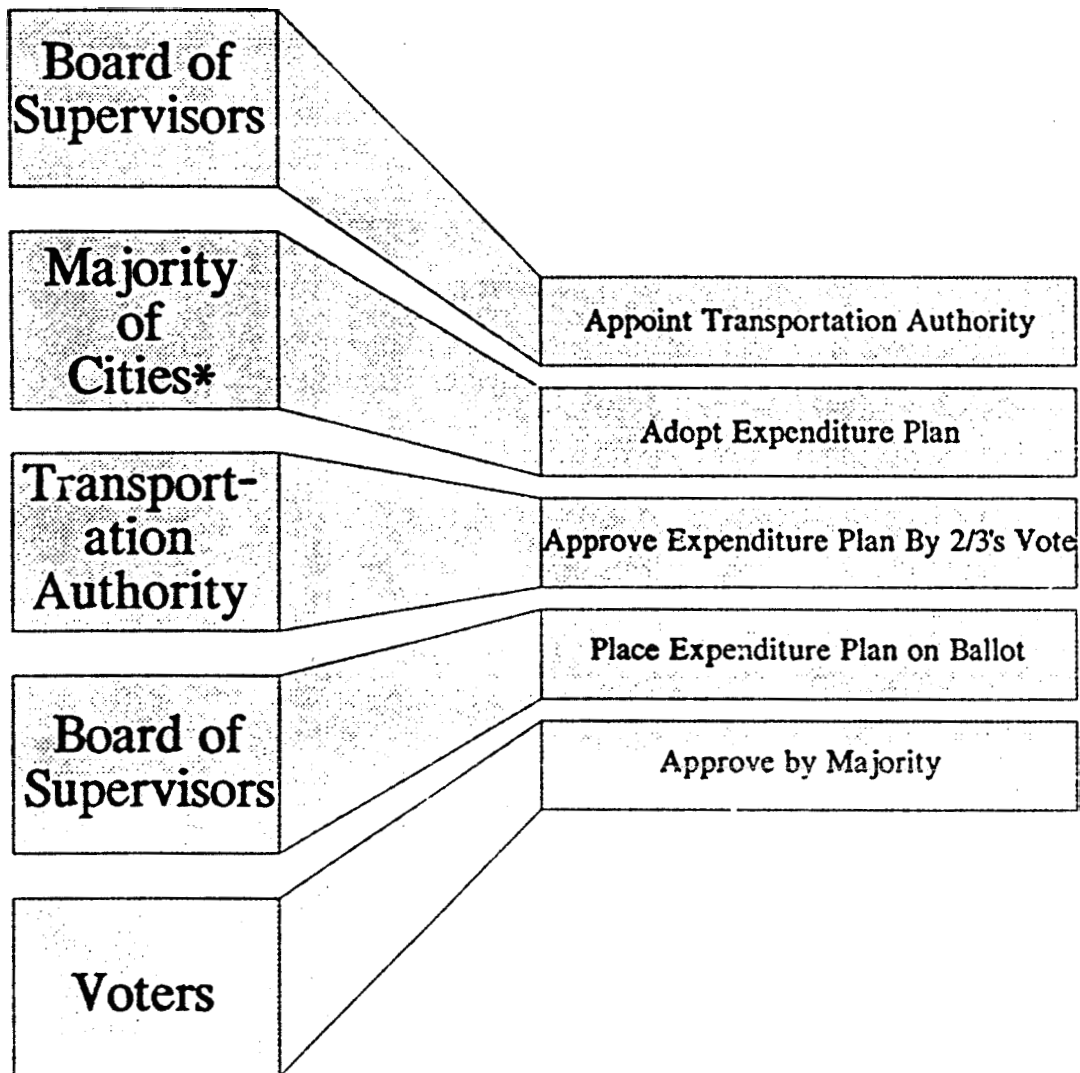


Passenger Rail to the Bay Area



Reflectors on All Roads for Fog Conditions

Local Transportation Authority And Expenditure Plan Adoption Process (SB-142)



- Representing a majority of the incorporated population.